

The Hong Kong Daily Press.

No. 9302

號二第百三千九第

日一十月九年三十光緒

HONGKONG, THURSDAY, OCTOBER 27th, 1887

四年

號七十二月十英香港

PRICE 2 1/2 PER MONTH

SHIPPING.

ARRIVALS.

October 26, ARRINGTON, British steamer, 805.
Reynell, Newburgh 18th October, Pass.
Beans, and General—SHEPHERD & Co.
October 26, CARRISBROOK, British steamer, 974.
R. Cass, Nagasaki 21st October, Coal and
General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
27th OCTOBER.
Mongkut, British str., for Bangkok.
Bayliss Dixon, Nor. str., for Kuching.
Fookang, British str., for Shanghai.
Diamond, British str., for Manila.

DEPARTURES.

October 26, ACTV, Danish str., for Haiphong.
October 26, THIRBY, British str., for Japan.
October 26, FOKIN, British str., for Tamsui.
October 26, SOOCHEW, British str., for Hainan.
October 26, VILCO, German str., for N'chang.
October 26, DIAMANTE, British str., for Manila.
October 26, MONGKUT, British str., for Bangkok.
October 26, FOCKANG, British str., for Shanghai.
October 26, PAKING, British str., for Shanghai.
October 26, WHAMPRA, British str., for Swatow.
October 26, ARRINGTON, British steamer, for
Whampoa.

REPORTS.

The British steamer *Arrington*, from New-
burgh 18th October, reports from Newburgh
to N.E. Promontory had strong southerly winds
and fine weather, thence to port fresh monsoon
and sea weather.
The British steamer *Carrisbrook*, from Nagas-
aki 21st October, reports from Nagasaki to
N.E. Promontory had strong southerly winds
and fine weather, thence to port fresh monsoon
and sea weather.

VESSELS PASSED ANJER.

September 26, British bark Royal Alexandra,
Jones, May 16, from New York for Batavia.
28, Ned bark *Ella*, Backow, June 26, from
Batavia for London.
29, British bark *Eliza*, Smith, Sept.
27, from Samarang for Liverpool.
October 1, German bark *Elia*, Molzen, June
13, from Philadelphia for Batavia.
1, British ship *Eliza*, Light, Laid, June
25, from New York for Batavia.
2, Austrian bark *Euro*, Cornhill, May 15, from
New York for Batavia.
2, Austrian bark *Europa*, Blanchard, Sept. 12,
from Singapore for New York.
3, Ned bark *Limburg*, Meets, Aug. 19, from
Newcastle for Batavia.
3, Austrian bark *Giovanni S.*, Martinech,
Sept. 30, from Cherbourg for Lisbon.
3, British bark *Lake Erie*, Pullan, Sept. 31,
from Amsterdam for Batavia.
4, German ship *Antares*, Nieuwer, Aug. 28,
from Bangkok for London.
4, Austrian bark *Arctica*, Rodolfo, Martinech,
Aug. 29, from Bangkok for London.
4, Ned bark *Thermin*, Dierpenbroek, Sept. 30,
from Samarang for Batavia.
4, British bark *Eliza*, Clark, Oct. 4, from
Batavia for London.
5, Aust. bark *Frederic P.*, Littlefield, Young, June
18, from New York for Singapore.
5, British bark *Eliza*, Morton, Sept. 21,
from Singapore for New York.
5, Aust. ship *Hercules*, Kendall, Aug. 28, from
New York for Liverpool.
5, British bark *Highland Glen*, Dawson, July
6, from Cardiff for Batavia.
5, Italian bark *Leone*, Drego, June 18, from
Cardiff for Singapore.
5, Ned bark *Princess Marie*, Wabor, Aug. 27,
from Amsterdam for Batavia.
6, Italian bark *Nicoline*, Ferrer, June 4, from
New York for Bangkok.
6, Italian bark *Enrica*, Chiusa, June 2, from
Philadelphia for Batavia.
6, Ned bark *Grant*, Booh, Sept. 27, from
Samarang for Batavia.
6, Ned bark *Enrica*, Schall, Sept. 28, from
Samarang for Batavia.
6, British ship *Loch Awe*, Nicol, Sept. 14,
from Singapore for Liverpool.
6, Ned bark *August*, Telford, Herman, from
Cape Town for Batavia.
7, British bark *Shallmar*, Linklater, Sept. 27,
from Batavia for London.
7, Ned bark *India*, Gundersen, Sept. 30, from
Kronen for Batavia.
8, Ned bark *Princess George*, Overgaard, May
30, from Cardiff for Batavia.
8, Ned bark *Marie* on July, Blankert, Oct. 7,
from Batavia for London.
8, German bark *Martha*, Brokema, from
Gomel for Cardiff.
8, British bark *Man-of-war*, Dougall, Oct.
7, from Cocos Islands for Singapore.
8, Ned bark *Enrica*, Krowy, Oct. 8, from
Batavia for Batavia.
8, Ned bark *St. Barbara*, Boon, Aug. 27, from
Batavia for Batavia.
8, Ned bark *P. H. von Linders*, Swart, Oct.
8, from Batavia for Batavia.

INTIMATIONS.

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.
ADJUSTMENT OF BONDS FOR THE
YEAR 1886.
SHAREHOLDERS in the above Company
are requested to furnish the undersigned
with their CONTRIBUTIONS for the
year ending 31st December last in order that
the DISTRIBUTION OF THE PROFITS re-
served for Contributors may be arranged.
Returns not rendered prior to the 30th day
of November next, will be adjusted by the Com-
pany, and no Claims or Alterations will be
subsequently admitted.
JARDINE, MATHEWSON & Co.,
General Managers.
HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 15th October, 1887. [1205]

A PHOTOGRAPHER.
No. 8, QUEEN'S ROAD,
Opposite the TELEGRAPH OFFICE,
HONGKONG.
Hongkong, 22nd July, 1887. [1275]

J. AND R. TENNENT'S ALE and
PORTER.
DAVID CORSE & SONS
Navy Hotel, Canton.
Navy Hotel, Canton.
ANNOLD, KARBBERG & Co.
Hongkong, 10th May, 1887. [120]

HIM TAI
COAL MERCHANT.
Always on hand
LARGE STOCKS OF EVERY DESCRIPTION
OF COAL AT A MODERATE PRICE
No. 28, PRAYA CENTRAL.

YEE BUNG & Co.
COAL MERCHANTS.
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION
OF COAL AT A MODERATE PRICE
Address—Care of Messrs. Kwong Sun & Co.
No. 68, PRAYA.

INTIMATIONS.

LANE, CRAWFORD & Co.

JUST ARRIVED.

Ex French Mail Steamer
"NATAL"

LETTERS DIARIES

FOR

1888.

LANE, CRAWFORD & Co.

Hongkong, 15th October, 1887. [26]

W. BREWER IS NOW SELLING HIS

NEW SEASON'S CHRISTMAS CARDS.

An entirely New Series of
NATIVE SILK EMBROIDERED CARDS
on Satin background beautifully executed
and very appropriate for sending to Europe.

A New Series of
PIDGIN ENGLISH SING SONG CARDS
with appropriate mottoes.

Frang's Celebrated ARTISTIC CARDS in great
variety, beautifully designed.

JUST RECEIVED
LETTERS DIARIES, 1888,
at English Publishing Prices.

Kanahwa Tinsmiths.

Red Rubber Tennis Shoes.

WALTER W. BREWER,
UNDER HONGKONG HOTEL.

KELLY & WALSH, LIMITED.

JUST RECEIVED.

The Athlete Collection of the Dance Music of
Scotland.

Kyle's Scottish Lyric Gems.

"The History of Universal History."

Brown's "Modern Photography."

Calderon's "Last Graphic Pictures."

Rick's "How to Learn Russian," with Key.

"Religious Songs," by F. J. J. J.

Hopkins's Japanese-English and English-
Japanese Dictionary, 2nd Edition.

The Young Ladies Guide to the Work Table.

Morley's "First Sketch of English Literature."

"Minerals and Mining" by Davies.

Trove's "Manual of Surgery," 3 Vols.

Levee's "History of Philosophy," 2 Vols.

Modern's "Dissertation of Tropical Climates."

"Change and Luck" by Prester.

"Elements of Metallurgy" by Phillips and
Barnesman.

McCulloch's Dictionary of Commerce and
Navigation.

The Art of Blending and Compounding Li-
quors and Wines, by Fleischman.

Canadian Pictures, drawn with Pen & Pencil,
by the Magazine of London, E.T.

Australian Pictures drawn with Pen and
Pencil, by H. Willoughby.

KELLY & WALSH, LTD., HONGKONG.

J. A. P. N.

IMPORTANT NOTICE.

Respectfully to announce that in addition
to their present Stock of Japanese Works of Art
they will shortly offer a Grand Assortment of
EMBROIDERED SILK & SATIN GOODS
in all the Branches, also a magnificent collection
of GLOUSONNE, BRONZE, LAQUEER,
IVORIES and many Novelties of latest
production SUITABLE for CHRISTMAS
and NEW YEAR PRESENTS.

50,000 JUBILEE LANTERNS.

On Silk or Paper at 84 per 100 and upwards
in proportion to the quality.

Opposite the HONGKONG HOTEL,
Hongkong, 3rd October, 1887. [1914]

LOS FILIPINOS

25, POTTINGER STREET, OPPOSITE
VICTORIA HOTEL.

ROTISSERIE,

CONFECTIONERY AND CIGARETTE.

The above Establishment will be Open TO-
DAY (THURSDAY), 27th October, 1887.

CATERERS FOR BALLS, DINNERS, LUN-
CHEONS, PICNICS, PARTIES, &c.

S. B. VIVIERE, ADELPHI & Co.
Hongkong, 28th October, 1887. [2064]

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FOUR-
TEENTH ORDINARY YEARLY
MEETING of the SHAREHOLDERS of the
SOCIETY will be held at its Head Office,
Hongkong, THIS DAY (THURSDAY),
the 27th inst., at HALF-PAST THREE O'CLOCK,
for the purpose of receiving the Report of the
Directors, together with Statement of Accounts
for the year 1886, and for the Half-year end-
ing 30th June, 1887.

The TRANSFER BOOKS of the Society
will be CLOSED from the 17th to the 27th inst.,
both days inclusive.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary. [1985]

VICTORIA CHAPTER.

No. 525.

A REGULAR CONVOCATION will

be held in FREEMASONS' HALL,
Zetland Street, THIS EVENING, the 27th
inst., at 8 o'clock P.M. cordially. Visiting
Companions are cordially invited.

Hongkong, 26th October, 1887. [2061]

NOTICE.

NOTICE is hereby given that a MEET-
ING of the HONGKONG FOOT-
BALL CLUB will be held in the GYMNASIUM
of the VICTORIA REGIMENTARY CLUB, TO-
MORROW (FRIDAY), the 28th inst., at
8 P.M.

Gentlemen who take an interest in Football
are cordially invited to attend.

H. F. HAYLER,
Secretary. [2055]

CATHAY CHAPTER.

No. 1105.

A REGULAR CONVOCATION of the

above Chapter will be held in FREEMASONS'
HALL, Zetland Street, TO-MORROW
EVENING, the 28th inst., at 8.30 for 9 P.M.

Gentlemen who take an interest in Football
are cordially invited to attend.

Hongkong, 26th October, 1887. [2057]

TIMBER.

THE Undersigned, Agents for Messrs.
E. E. ARAMIANSON & Co., Sandakan,
British North Borneo, are now prepared to
submit for inspection Samples of hard and soft
TIMBERS suitable for Wharves, Building and
General purposes.

GIBB LIVINGSTON & Co.,
Agents. [1998]

Hongkong, 26th November, 1886.

BANKS.

HONGKONG & SHANGHAI BANKING

CORPORATION.

Paid-up Capital £7,500,000.
Reserve Fund 3,900,000.
Reserve Liability of Proprietors 7,500,000.

COURT OF DIRECTORS.

Chairman—C. D. BOTTOMLEY, Esq.
Deputy Chairman—Hon. J. H. L. L. L.

W. L. Dalglish, Esq. Hon. J. A. B. McEwen,
W. P. L. L. L. Esq. Hon. J. S. McEwen,
W. H. Forbes, Esq. Hon. F. D. S. S.

H. Hoppus, Esq. Hon. J. D. S. S.

CHIEF MANAGERS.
Hongkong—THOMAS JACKSON, Esq.
Shanghai—E. J. JACKSON, Esq.
London—BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of
2 per cent. per Annum on the daily balance.
On Fixed Deposits—
For 3 months 3 per cent. per Annum.
For 6 months 4 per cent. per Annum.
For 12 months 5 per cent. per Annum.
Local Bills DISCOUNTED.

Cheques granted on approved Securities, and
every description of Banking and Exchange
business transacted.

Draws granted on London and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 26th September, 1887. [18]

NOTICE.

RULES OF THE HONGKONG

SAVINGS BANK.

1.—The business of the above Bank will be
conducted by the Hongkong and Shanghai
Banking Corporation, on their premises in
Hongkong. Business hours on week-days, 10
to 3; Saturdays, 10 to 1.

2.—Sums less than £1, or more than £250 at
one time will not be received. No depositor
may deposit more than £250 in any one year.

3.—Depositors in the Savings Bank having
£100 or more at their credit may, at their option,
transfer the sum to the Hongkong and Shang-
hai Banking Corporation on fixed deposit for
12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3 per cent. per
annum will be allowed to Depositors on their
daily balances.

5.—Each Depositor will be supplied gratis
with a Pass-Book, which must be presented with
each payment or withdrawal. Depositors must
not make any entries themselves in their Pass-
Books, but, should send them to be written up
at least twice a year, about the beginning of
January and beginning of July.

6.—Correspondence as to the business of the
Bank if marked on HONGKONG SAVINGS BANK
Business is forwarded free by the various
British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand,
but the personal attendance of the Depositor or
his duly appointed Agent, and the production of
his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANK-
ING CORPORATION, Limited.
T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1887. [9]

THE NEW ORIENTAL BANK

CORPORATION, LIMITED.

AUTHORIZED CAPITAL—£2,000,000.
PAID UP—£250,000.

Registered Office, 40, THE ADAM STREET,
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives monies on Deposit,
Pays and BILLS, issues of Exchange, and
Letters of Credit, forwards Bills for Collection,
and Transacts Banking and Agency Business
generally on terms to be had on application.

Interest allowed on Deposits—
Fixed for 12 months 5 per cent. per Annum.
Fixed for 6 months 4 per cent. per Annum.
Fixed for 3 months 3 per cent. per Annum.
On Current Deposit Accounts 2 per cent. per
Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or the
BALANCES of such Claims purchased on
advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE
SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [110]

INTIMATIONS.

TRITON INSURANCE COMPANY,

"LIMITED."

(Incorporated in Calcutta under the Indian
Companies' Act of 1882. Limiting the
Liability of the Shareholders to the amount
of their Shares).

DATE OF FORMATION AS AN UN-
LIMITED PARTNERSHIP,
A.D. 1880.

NOMINAL CAPITAL—Rs. 2,50,000.

First Issue 15,000 Shares of Rs. 100 Rs. 25,
being Paid up, viz.—Rs. 5 on Application,
and Rs. 20 on Allotment.

APPLICATION FOR SHARES will be received in
Calcutta and London, and at the Branch
Agencies of the Old Company.

CONSULTING COMMITTEE:
E. E. GURRAY, Esq., of Messrs. ELLIS &
GURRAY & Co.,
J. E. D. EZRA, Esq., of Messrs. E. D. J.
EZRA & Co.,
R. A. LYALL, Esq., of Messrs. LYALL,
MARRALL & Co.,
H. M. RUSTOMJEE, Esq.,
SIR A. WILSON, of Messrs. JARDINE,
SKINNER & Co. (Chairman).

GENERAL AGENTS:
Messrs. JARDINE, SKINNER & Co.,
CALCUTTA.

PROSPECTUS can be seen, and APPLICATION
FORMS FOR SHARES obtained of Messrs.
JARDINE, MATHEWSON & Co.,
HONGKONG.

Hongkong, 30th September, 1887. [1000]

THE CHINA & JAPAN TELEPHONE

COMPANY, LIMITED.

4, CLUB CHAMBERS, HONGKONG.

THE TELEPHONE EXCHANGE is now in
working order.

Subscription, \$50 per Annum.
Electrical Material on sale, or hire.
Electric Bells fitted and maintained.
Agents for Electric Lighting.
Estimates free for all kinds of Electrical work.

HAROLD DOWSON,
Agent. [1628]

Hongkong, 26th August, 1887.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on
MONDAY,
the 31st day of October, 1887, at Noon,
On Board,
THE FRENCH STEAMER
"ILLIS,"
Of 1,173 Tons Gross, 778 Tons Net Register
Tons, and 250 H.P., with all her TACKLE,
APPAREL, and APPURTENANCES,
as she now lies in this Harbour.

The Steamer has a New Engine,
KANTLEDGE, and COAL will be sold
separately.

TERMS OF SALE—Cash on the fall of the
hammer, and the Vendor to be at Purchaser's risk
on the fall of the hammer.

For further Particulars apply to
J. M. ARMSTRONG,
Auctioneer.

Hongkong, 18th October, 1887. [2012]

GOVERNMENT NOTIFICATION.

PUBLIC AUCTION.

TO be Sold by Public Auction, at the
Harbour Office, on
FRIDAY,
the 4th November, 1887,
The GOVERNMENT STEAM LAUNCH
"H. M. S. V. L. 15,"
Length 70 feet. Breadth 12 feet. Depth 7 feet.
Draft of Water—59 feet. 43 feet
forward. New Compound Engine. Speed
about 9 knots. BOLLIN 4 years old. The
Boat is fitted for towing, has a Fire Engine
fitted, and good accommodation for use as
a Ferry Boat.

For further Particulars apply at the Harbour
Office.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 22nd October, 1887. [2036]

TO BE SOLD AT PUBLIC AUCTION.

TUESDAY, 29th NOVEMBER, 1887.
(Unless sold previously by Private Contract).
The Steam Tug "BAFIDU,"
Constructed by G. Ferriac & Co., Hongkong,
in 1884.

Length—103 feet. 33 feet
Breadth—15 feet 6 in.
Depth of Hold—10 feet.
50 H.P. high and low pressure Engine,
Steam 11 knots, 5 tons Boiler Room and can
carry besides 30 tons weight.

For further Particulars apply to
SMITH, BELL & Co.,
Hollo. [1917]

NOTICE.

HER MOST GRACIOUS MAJESTY'S

JUBILEE.

IT having been decided to CELEBRATE
HER MAJESTY'S JUBILEE on WEDNES-
DAY and THURSDAY, the 9th and 10th
November, all Members of the Committee are
invited to Co-operate with the Jubilee Com-
mittee by illuminating their Offices and private
Residences.

By Order,
J. H. STEWART-LOCKHART,
Hon. Sec.

Hongkong, 16th September, 1887. [1784]

THE CHINA AND JAPAN TELEPHONE

COMPANY, LIMITED.

4, CLUB CHAMBERS.

WANTED for the above Company—Two
or THREE ROOMS, centrally situated,
as OFFICES.

Also a SMALL GODOWN, or STORE-
ROOM for Material.

Apply to
HAROLD DOWSON,
Agent.

Hongkong, 24th October,

INTIMATIONS.

1887. NOW READY. 1887

THE
CHRONICLE AND DIRECTORY
For 1887,
With which is incorporated
THE CHINA DIRECTORY.
(Twenty-Fifth Annual Issue),
Complete, with APPENDIX, PAPER &c. &c.,
Royal 8vo. pp. 1158.....\$5.00
SMALLER EDITION, Fyl. 8vo. pp. 776.....\$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in bulk.

FRUIT AND VEGETABLE

S E E D S

ARE NOW READY FOR DELIVERY.

VEGETABLE PARCEL price \$7.50.

FLOWER PARCELS \$10 & \$5.

SPECIAL "FLORISTS" SEEDS

IN SEPARATE NAMED VARIETIES.

CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY.

Hongkong, 19th September, 1887. [22]

CE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, OCTOBER 27TH, 1887.

Few Colonial Governors can ever have had a more pleasing task to perform than that which fell to the lot of Sir FREDERICK WILSDEN when he reviewed the history of his Administration of the Government of the Straits Settlements in his farewell address to the Legislative Council of that colony. Sir FREDERICK WILSDEN was Governor of the Straits Settlements for seven and a-half years, an extension of the usual term of a Governorship, having been made in his case. In the course of the few remarks he made in acknowledging appreciative speeches made by two of the unofficial members after the delivery of his address, Sir FREDERICK said he believed he was the only Governor who had refused promotion to a great colony in order to return to his work in the Straits, and he might say an extension was not "granted" to him, but that he was asked to return. The Governor undoubtedly had his heart in his work, and if the extension was intended as a compliment it was well deserved, and it gave him the opportunity, which we believe very agreeable to himself, of completing certain matter of high policy he had in hand. During the term of his Governorship the progress of the Straits Settlements and the Protected States has been almost phenomenal. The revenue of the Colony, leaving the Native States out of the question, was in 1880 £2,361,300; the probable revenue for 1887 amounts to £3,765,000. During the same period the trade has increased to almost £4 millions of dollars, namely, from \$161,770,000 in 1880 to \$225,660,000 in 1886. The population has increased from 423,334 in 1831 to 506,000 (estimated) at the end of 1886. Education has much more than kept pace with the increase of population. In 1881, the number of schools inspected was 63, and pupils presented for examination 2,421; these numbers had increased last year to 177 and 6,161, respectively. The attraction the Settlements hold for Asiatic labourers may be gathered from the fact that the immigrants increased from 6,590 Indians and 31,261 Chinese in 1880 to 20,808 Indians and 131,876 Chinese in 1886; the prosperity which attracts these immigrants in their new home is a matter of common observation. Statisticians are not usually interesting, but we think it will be acknowledged that those given above are an exception to the rule. Hongkong has always considered itself the "hub of East," but Singapore is beginning to use us closely. It must not be forgotten, however, that the figures are for the whole of the Settlements and not for Singapore alone. It is, of course, impossible to say how much of the almost unparalleled prosperity to which we have called attention is due to the wise government of Sir FREDERICK WILSDEN and how much to the favourable circumstances. Given the natural elements of prosperity, and energy and enterprise to use them, and a place will prosper even in spite of bad government. In the Straits Settlements these elements exist in a marked degree, but it may fairly be claimed for Sir FREDERICK WILSDEN that the whole tendency of his government has been in the direction of developing them. On only one question was there any serious difference of opinion between him and the community, as represented by the unofficial members of Council, and that was with reference to certain parts of the land question. In the Straits Settlements, as in Hongkong, the arrangements with regard to the occupation of and title to land had been until lately of a very inadequate description, and widespread confusion and uncertainty was the result. One of FREDERICK WILSDEN'S tastes has been straightforward on this matter, and on this subject difference of opinion might well be expected. We are not in a position to press an opinion on the merits of that dispute, which, without lessening the esteem in which the Governor was personally esteemed, nevertheless had led to a feeling of estrangement of late between him and the community. His Excellency set out his views, by the aid of the official members of the Legislative Council, against the unanimous vote of the unofficial members. Time will show which side was in the right, but we notice that Mr. SHERWOOD

senior unofficial member of the Council, in speaking after the delivery of His Excellency's address, did not characterise the measures objected to by any stronger epithet than "premature."

But it is when we turn from the Settlements themselves to the Protected States that we see the good effects of Sir FREDERICK WELLS's policy most clearly manifested. The portion of His Excellency's speech dealing with these is one of the most interesting chapters of modern colonial history it has ever been our pleasure to read. The area of British influence in the Malay Peninsula has been doubled by peaceful means, and that influence is now paramount over the whole of the Peninsula south of the Siamese or semi-Siamese districts. Pahang has lately come under it, and, as we remarked the other day, an era of prosperity will speedily open for that state. According to Sir FREDERICK WELLS Pahang is probably richer than Perak. The progress of the latter is indicated by the figures Sir FREDERICK gives in his speech. The revenue has increased from \$582,436 in 1880 to more than \$1,686,774 during the present year, while the exports have increased from \$1,906,951 in 1880 to \$8,674,031 in 1886 and the imports from \$2,231,047 to \$5,586,562. In the face of figures like these it is allowable to look to the States of the Malay Peninsula to compensate the British trader for the loss of the markets in Indo-China which the French are now attempting to close to him by means of hostile tariffs. During the last few years roads have been opened up in all directions in these States; in Perak a railway connects Larut with Port Weld, another line is being constructed in Sungai Ujong, and Sir FREDERICK WELLS forecasts the making of another and still more important line, namely, one to connect Malacca with Pahang. As many of our readers are specially interested in the latter state, we reproduce a further extract from Governor WELLS's speech, which occurs in that portion referring to Malacca:—"I am of opinion that what is required for the prosperity of Malacca, for the development of the Negri Sembilan, and of Pahang is that a railway be made from Malacca, first to the Tampin frontier, and then continued to Kuala Jempol below Kuala Pilah on the Muar, whence lies a short perfectly level transit to the navigable headwaters of a tributary of the Pahang. I have before me a proposition from Messrs. HILL & BATHURST to make such a railway on terms, generally speaking, similar to those upon which they are to construct the Sungai Ujong railway, viz., a 4 per cent. guarantee—terms upon which it is most unlikely that the Government of the State will ever have to pay more than the guaranteed rate of interest, at all events after the first year or two, whilst it will gain in saving of up-keep of roads, the promotion of settlement, of agriculture, of mining, and consequent gain in revenue, whilst the gain to commerce and business generally is a first consideration. We are being hemmed in by hostile tariffs, and we must exert ourselves to create new outlets. It is one of our national faults to despise small and yet undeveloped sources of profit as we individually refuse to occupy ourselves with those small industries that are so profitable to the individual peasant, and that are becoming important with us. It may be said that there is little now to make a railway for, but access to Pahang by sea is impossible during our monsoon. Perak and Selangor were very small a short time ago, but Perak and Selangor have far more than compensated for the loss of trade in Aceh, and Pahang is probably richer than Perak and Selangor, and may one day compensate, or help materially to compensate, for the proportion of loss we may suffer from trade restrictions at Saigon. Pahang should be, in my opinion, penetrated by roads from Perak and Selangor as the Ulu, also via Jeloh, and south by railway from Malacca, which should ultimately reach Pekan via Kuala Jempol, which is on the Upper Muar near Kuala Pilah. From Kuala Jempol, too, the inland trunk line to Klang, and at some future date a railway will start northwards by Kuala Pilah to the beautiful Terenghi valley. I regret that I am leaving at a time when events are ripe for the commencement of a railway inland from Malacca. I have thought that it is an important matter, in view of my immediate departure from the colony, it was my duty to take no step that might in any way fetter my successor's discretion, but it is a matter on which so much depends, especially to Malacca, that I have thought it right to set my views on record." Such excellent effect having been followed the opening up of communications in the Native States, there can hardly be a doubt that the views of Sir FREDERICK WELLS as to the particular routes here enumerated will ultimately be carried out.

FROM the remarks made by Major TRIFF at the meeting of the Hongkong Volunteers on Tuesday it would seem that the enthusiasm of the members of the Corps is at a low ebb. Last season out of a force of over six hundred only fifty turned up to drill, thirty-nine, including Sergeants and Corporals, never putting in an appearance at all.

AS Major TRIFF says, this is a very far from. Even of the fifty who did attend at some, we gathered, did not attend the number of times required to entitle them to rank and efficiency, because we are told that "generally come two or three times and then find it much trouble and do not turn up again."

We hope the Corps is not going to go down up like its predecessors. The men shown at their annual competitions are they are able to handle the guns expertly and make good practice at targets, and there can be no question that in an emergency they would, if the Corps is maintained in numbers and efficiency, be able to render valuable assistance in the defence of the island.

NOT easy to account for, the lukewarmness which now prevails, for, apart from practical considerations, the Corps offers considerable attractions, with its shooting parties, prize competitions, and the number of young men in the colony is growing larger every year. Possibly there has been some water in the management, in fact it is an secret that there has been some friction in this connection the absence from

[illegible]

HONGKONG CITY HALL

The annual meeting of the shareholders in and membership of the City Hall was held yesterday afternoon. There were present—Hon. J. Belliferr (Chairman), Hon. A. P. MacEwen, Messrs. H. Hoppus, W. H. F. Darby, H. N. Mody (Committee), A. J. Lamb, E. George, and H. E. Denny.

THE SECRETARY read the notice convening the meeting.

The report was taken as read.

The chairman said that the report will, the Committee trust, be considered satisfactory, as although large sums have been expended upon doing up the interior of the building, which has never before been thoroughly renovated, and although for the year ending 1889, there are still sufficient funds in the hands of the Honorary Treasurer to enable the place to be kept going until the commencement of the coming season.

He said that the report of the audit, altogether out of the annual report, but so far as can be ascertained the building is now free from any live insects, and the substitution of iron columns for the wooden pillars of the library will doubtless reduce their number in the future. The Committee have never considered that money making was the principal or even a chief object of the institution, and the expenditure for the past twelve months, as in former years, frequently put the theatre and St. Andrew's Hall at the disposal of those engaged in charitable enterprises. Free of cost, except the small expenses for actual postage, mounds out of pocket. The original debt of about \$100,000 still remains unpaid, and to this must be added the loss of all interest on the money for eighteen years, at the rate of 10 per cent. He said that the ideas of the original promoters have been fully carried out, when they see that, during the past year, the premises have been utilized by the Kwantlen Dramatic Association, the Kwantlen Club, the Y. M. C. A., the Musical Club, and the Medical Society, and other similar bodies, for their meetings, besides having afforded accommodation for the Cambridge and the annual bazaar of the Buxton Mission School and the French Convent. The fact, too, that the Free Library and Museum continues to be resorted to by students of all ages, and that the people hope that the facilities they afford for quiet study and recreation are appreciated and the Committee only regret their inability to expend money in further extending the range of their sphere of interest. Before moving the adoption of the report I shall be glad to answer any questions.

No question being asked the CHAIRMAN moved the adoption of the report.

Seconded by Mr. GEORGE, and carried unanimously.

There was no further business before the meeting.

SUPREME COURT.

28th October.

IN ORIGINAL JURISDICTION.

BEFORE THE HON. J. RUSSELL, ACTING
CHIEF JUSTICE.

LAM TUK SHING v. P. BORM.

The hearing of this suit was continued.

Mr. FROST, Q.C., appeared for the defendant, Donauy. Mr. MCGOWAN appeared for the plaintiff.

The following witnesses were called for the defence:

A. C. Macdonald said—I am in charge of passports for Honolulu regarding the Hawaiian Islands. I have the register of all the passports issued here. These passports must be valid at the moment. I keep a register of the names of persons whose passports have been valid. From the 23rd to the 28th of May, 1890, the number of forty-two passengers who stated that they were going by the *Mercury* to Honolulu. Several more passports were taken out during that interval, but I cannot say how many. I have a register of all the passports taken out, but the total number of passports taken out from the 23rd to the 28th of May including the forty-two already mentioned was five hundred and thirty. I have a register of all the passports taken out, but the total number of passports taken out from the 23rd to the 28th of May including the forty-two already mentioned was five hundred and thirty. I have a register of all the passports taken out, but the total number of passports taken out from the 23rd to the 28th of May including the forty-two already mentioned was five hundred and thirty.

Defendant commenced going through the list of one hundred names given by the plaintiff. He said that he had taken out passports and comparing them with the register of passengers issued between 20th and 28th of May.

His Lordship said he did not see that the object of the plaintiff was to prove that the passports might have been taken out prior to the 20th of May.

Defendant said he was able to prove that none of the passengers came here from the interior before the 20th of May.

At the conclusion of comparing these names defendant said there were only three names out of the hundred on the list given by the plaintiff which were not in the register.

Cross-examined by Mr. Francis—The passports are issued in Honolulu. It is compulsory that the passport should be valid. From the 30th April to the 28th of May, 1890, the number of passengers was fifty-eight. Sometimes bulk of passports numbering perhaps twenty or thirty are sent to us to be valid without them themselves coming to us.

Defendant said that the defendant of his case said—I gave notice to the Harbour Master that Mr. Sheppard would act as passenger broker. I wish to correct a statement made yesterday. I did not witness the taking out of the passport.

Regarding the \$700 I have received I stated on the receipt that the sum was a payment on account of passage money for a further number of passengers, and I did not state that the provisions stated on the list supplied by the plaintiff were ever put on board. I have a receipt for twenty-one tons of water which I had put on board the 22nd of May, and I did not witness the taking out of the passport. I saw the captain just before he left, and he told me there were no provisions on board.

His Lordship—The plaintiff has sworn that the defendant had taken out the passport.

Defendant—I have demanded of him the receipt for money paid by him for the provisions, but he has not produced it.

His Lordship—The defendant has sworn that all men would have to go before the Harbour Office before leaving. On the 30th May plaintiff told me that he was able to buy passports for the men who were members of plaintiff's firm told me that they had not been able to procure passports as the price had gone up owing to the demand for them.

His Lordship—The defendant has sworn that he gave the money to the defendant, and the defendant with the forty-five I had no further communication from him about any other passengers being ready. If he sent fifty-five more off as he says he did, I would have been the charter party of the *Mercury*—Yes, I do so it.

Is this a copy?—No, it is the original. I will see there is a great deal of something out of it.

Yes, a very great deal. What did you pay for chartering the vessel?—\$3,000 gold dollars for the round voyage. I paid \$1,000 for the charter of the vessel. Hongkong? I paid \$1 down in advance.

Have you paid the balance of the \$2,000?—Yes.

Where did you get the money?—From Honolulu.

Where were the receipts?—I have not them yet.

What did your business here for?—I paid for the freight of Messrs. Schellbach and Company's mail.

Had you a banking account here?—No.

How much money was the vessel capable of carrying?—1,000 tons.

What did you bring from Honolulu?—About 200 tons.

What did it consist of?—Old iron.

Anything else?—Bottles.

What did you do with the 200 tons?—I sold the male of that cargo—\$1,800.

Did you take any cargo from here?—Yes.

What did it consist of?—I bought about 100 tons of sugar.

What did you pay for them?—I cannot tell.

You can tell near about?—No, I do not to make a statement about anything of which I am not sure.

What was the price per ton with you. Was it \$200?—No, about \$1,200. Besides cargo I had on board some clothing.

What did you pay altogether for the cargo?—\$1,200.

Was not all your clothing and private property on board the *Mercury* when she sailed?—Yes.

Why were your things left on there if you needed them?—I brought them on was to go to a boat in the vessel at Yokohama.

About how much did you calculate your cargo would sell for in Honolulu?—About \$4,000.

What did you do with the \$5,000 you had

SUPREME COURT:

26th October.

IN ORIGINAL JURISDICTION.

BEFORE THE HON. J. RUSSELL, ACTING
PRINCIPAL JUSTICE.

LAM TUK SHING v. P. BORN.

The hearing of this suit was continued.
Mr. Francis, Q.C., instructed by Messrs. Donnan and Messervy, appeared for the plaintiff.
The following witnesses were called for the defence:

H. C. Macdonald said—I am in charge of passports for Honolulu requiring to be issued. It is necessary for Chinese emigrants to Hawaii to have a passport. These passengers had taken out their passports at the Registrar of the names of persons whose passports have been issued. From the 23rd to the 28th May I visited the passport office forty-two passengers who stated that they were going to Honolulu by ship. Several more tickets were taken out during that interval, but I cannot say by what steamer they were going. I find by referring to my register that the number of passports taken out from the 23rd to the 28th May including the forty-two already mentioned was fifty-eight. From the 20th to the 23rd I saw one hundred and five passports were taken out during that period by which steamer they were going to Honolulu.

Defendant commenced going through the list of one hundred names given him by plaintiff as the passengers who had taken out passports at his office during the time he was in charge of passports issued between 20th and 23rd May.

His Lordship said he did not see what the object of this was. It was quite possible that the passports might have been taken out prior to the 20th.

Defendant said he was able to prove that none of the men arrived here from the interior before the 20th May.

His Lordship asked of comparing these names defendant said there were only three names out of the hundred on the list given him by plaintiff which appeared on witness's register.

Cross-examination.—His Lordship said the passenger list issued in Honolulu. It is compulsory that the passports should be issued. From the 30th April to the 20th May the total number of passports issued was fifty-eight. Of those passengers thirty or thirty-one were sent to the island perhaps twenty or thirty are sent to me to be issued without them themselves coming to us.

Defendant, resuming his statement of his own case, gave evidence that Harbour Master John Shum had told him that he was not a passenger broker, and that he could not give him a receipt for money paid towards a statement made yesterday.

He did not withdraw my application for a survey to be made. Regarding the \$750 I have received it was a sum of money which was a payment on account of passage money for a further number of passengers. I admit having given orders for provisions, but I distinctly deny giving orders for provisions stated on the list appearing in plaintiff were ever put on board. I had here a receipt for twenty-one tons of water which I had put on board myself, and it would be quite impossible for the captain to have left, and he told me there were no provisions on board.

His Lordship.—The plaintiff has sworn that he got these provisions on board.

Defendant said that he had produced him the receipt for money paid by him for the provisions, but he has not produced it. The Harbour Officer gave me instructions that if I could not get the provisions I was to go to the Marine Office before leaving. On the 30th May plaintiff told me that he was able to buy passports for the men who could not get theirs. Plaintiff's firm told me that the men had been able to procure passports as the price had gone up owing to the demand for them. After he gave me instructions to let the vessel proceed to Hong Kong, I went back to the Marine Office from him about any other passengers being ready. If he sent fifty-five more as he says he did, I know nothing of it.

Cross-examination.—I was not present at the last party of the Mercury?—Yes, I was. I do so.

Is this a copy F—No, it is the original. You will see there is a great deal of scotchwriting out.

Yes, a very great deal. What did you pay for chartering the vessel?—\$9,000 gold dollars for the round voyage; \$4,000 was paid for the cargo and stowage in Hongkong; I paid \$8 down in advance.

Have you paid the balance of the \$4,000?—Yes.

Where did you get the money from?—From the cargo sold here while the vessel was in Honolulu.

What are the receipts?—I have not them yet.

Who did your business here for you?—A part of it through Messrs. Schellens and Co. principals.

Had you a banking account here?—No.

How much cargo was the vessel capable of carrying?—2,000 tons.

Did you send any cargo via your brig from Honolulu?—About 200 tons.

What did it consist of?—Old iron.

Anything else?—Bottles.

Of what kind?—What did you get the value of that cargo?—\$1,500.

Did you take any cargo from here?—Yes.

What did it consist of?—I bought about ten tons of slowness.

Did you pay for them?—I exacted to pay for them.

You can tell near about?—No, I do not want to make a statement about anything of which I am not sure.

Was it not too particular with you. When in \$500 will do?—About \$1,500. Besides cargo I had on board some clothing.

What did you pay altogether for the cargo?—\$1,500.

Was not all your obtaining and private property on board the Mercury when she sailed?

Why were your things left on there if you ordered merchandise to be sent to you?—I was afraid to leave the vessel at Yokohama.

About how much did you calculate your cargo would sell for in Honolulu?—About \$4,000.

What did you do with the \$5,500 you received

REUTER'S TELEGRAMS

[SUPPLIED TO THE "DAILY PRESS,"]
LONDON, 22nd October.

THE RIOTS IN LONDON.

Skirmishes between the Police and rioters continue in London.

NEW ENGLISH AMBASSADOR TO PEKING.

Lord Lytton has been appointed Ambassador to Paris.

FEELING IN ZULULAND.

Despatches report a disturbed feeling in Zululand.

DISASTROUS COLLISION OFF THE COAST OF FORMOSA.

Another shipping disaster in China was has to be recorded. Messrs. Wiegler & Co. of this port, have received information to the effect that the Union Line steamer *Metopelia*, which left here on the 11th October for Yokohama, ran into the German schooner *Louisa* off the north of Formosa on Wednesday, the 19th inst., and sank her. No lives have been lost, and the crew of the *Louisa* having all been picked up by the *Metopelia*. The *Louisa* left Amoy on 21st September in ballast for Newchwang. She was a vessel of 280 tons and, was commanded by Captain Holm.

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Despatches report a disturbed feeling in Zululand.

DISASTROUS COLLISION OFF COAST OF FORMOSA.

Another shipping disaster in China was this to be recorded. Messrs. Wisler & Co. of this port, have received information to the effect that the Union Line steamer *Melopodia*, which left here on the 11th October for Yokohama, ran into the German schooner *Louisa* off the north of Formosa on Wednesday, the 19th inst., and sank her. No lives have been lost, and the crew of the *Louisa* having all been picked up by the *Melopodia*. The *Louisa* left Amoy on the 21st September in ballast for Newchwang. She was a vessel of 250 tons and, was commanded by Captain Holm.

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Another shipping disaster in China waters

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Captain Holm.

from the plaintiff?—I paid the balance of \$3,800 which was due on the charter party long much had you left?—About \$700.

Did you not state in your answer to the petition that you were resident of Yokohama at the time?

What did you get as damages from me?—I had a business in Yokohama, and when I wrote that answer I was under the impression the firm was still in existence.

How long did you then for some years in Yokohama?—About sixteen years.

In your family still there?—No, they are with me.

What was the cause of your being arrested on the 25th May?—It was an account for two life boats.

What was the amount of this little bill?—\$260.

Did you pay that bill or did the captain of the *Mercury* pay it?

With your own money?—I had made arrangement with the captain that I could draw money when I wanted it. He had a surplus.

What did he get as interest from you?—In his business. I know how he got it. He wanted some money, and he telegraphed to the owners for some.

Then he paid the bill out of the owner's money?

You said he made you an advance?—Well you can call it advance. I had made over the cargo and everything to him and I drew money when I needed it.

It was only by calculating that you would be able to sell the cargo in Honolulu at twice what you paid for it that you would be able to pay the balance of that to the charter party?—Well, the freight was very heavy.

Yes, if you take an empty vessel backwards and forwards to Honolulu at \$9,000 per voyage they are likely to be heavy.—Was my intention to make more cargo from Yokohama. I was instructed to bring coal labour from Japan. Nothing was said about Hongkong. That was quite a private speculation. The vessel owner told me more cargo from Yokohama. The plaintiff said thought I could make a very good arrangement with him. I had no idea at first of taking anything from Hongkong.

Then under the charter party you had no right to take anything from Hongkong?—Yes, I had.

You left Honolulu for the express purpose of going to Yokohama for coal labour?—That was my object.

Is it not strange that you put in the charter party, Hongkong, reserving the place you really want to go to as an option?—I had reasons for doing so.

Why have any friend you wished to perpetrate on the Hawaiian Government?—There were two Chinese merchants here who had promised to fill the vessel with cargo.

Did you intend to go to Hongkong to bring with you from Honolulu?—Forty-six.

Although you had intended bringing a hundred?—I had made preparations for a hundred.

Is it preparation to go to Hongkong to buy goods?

Is it to take away things from that place where the buxins were fitted up while the vessel was in Hongkong?—They were not.

How many bunks had you fitted when you arrived in Hongkong?—Forty-five large bunks between decks, and seventeen in the cabin.

How many had you stowage here in Hongkong?—I gave orders for a hundred to be fitted.

Did you intend to go to Hongkong to buy goods from the plaintiff?—You not?—It was my own money.

But you got it out of another man's pocket?—I have already said it was my own money.

Did you not borrow it?—No, I was coming to Hongkong to pay for them from the plaintiff.

What was it?—That is stated on the receipt. Why do I not produce that receipt?

He has sworn that you never gave him any such receipt. Why do you deny it?

When you came here had you any letters of introduction to any firm here?—No, I had done business with Messrs. Schellhaus & Co before and I wrote to them to take care of my goods from the plaintiff.

Yokohama absolutely twelve hundred in you left?—Certainly not.

Were you not unable to pay your debts for want of ready money?—Yes, I could not pay the bills.

Well then you were what is generally known as insolvent?—There was a lot of money owing to me.

Did not the banks refuse to honour your cheques?—Of course they refused when I had no money.

His Lordship—Then the firm was insolvent?—No, my lord the firm was solvent.

Did you not possess any other property, my lord, but unable to pay its debts. (To witnesses.) Do you owe any money in Japan now?—Yes.

How much?—I cannot tell.

Is it now \$200,000 or not nearly so much?

What ship did you leave Japan in?—In my own vessel, the *Mary C. Boone*.

Where for?—For a cruise. I had no special object.

You intended going back to Yokohama, then after your pleasure trip?—It was not exactly a pleasure trip. I was looking round. It was my intention to establish a fishing station on some of the islands.

You went out on a general inspection of the Pacific?—Yes.

What became of your furniture when you left Yokohama?—Left behind in godown.

What was the value of the furniture you left behind?—Am I bound to answer that question my lord?

His Lordship—I think you had better answer that question.

Your intention in that you cleared out at Yokohama and went to look for an island to settle on.

Mr. Francis—Is it not a fact that there was one piece of furniture left behind? Certainly not, left some magnificent furniture behind, worth about \$1,000.

Did you put that in as one of your assets when you filed a petition?—No, my lord. No, it furnished part of the sale some time last year.

When did you leave Yokohama for your cruise in the Pacific generally?—About two years ago.

Will you give the year and month?—August 1890.

Did you take any of your furniture on board ship?—Very little.

When were you shipwrecked?—In December 1890.

As everything lost?—The vessel capsized.

We got her up again, but it was four months at a half before she was repaired.

Where did you go then? To Honolulu.

Did you go there by steamer?—In June, 1890.

Did you go there in your own ship?—No, the ship came on afterwards.

What did you do in Honolulu?—I took charge of my vessel when she arrived, and afterwards I went home.

What did you do after that?—Did anything I could. I got very little to do.

Did you put into it any contract to start a new voyage?—If passengers could be embarked in Yokohama or any other port you might select instead of Hongkong if you so desired it?—If it is to be on the safe side.

On the safe side?—On the safe side. On the safe side of the law. No, I did not know the law so scientifically well that that. I put in so that that could be sent on by steamer if necessary.

What was the use of sending them to so far off a place when they could go in their own ship?—When I made the contract I did not know whether the vessel would suit the requirements of the emigration ordinance.

Did you find that passengers could be embarked in Yokohama?—Yes, I knew she was safe.

Cross-examination—Did you find that passengers could be embarked in Yokohama?

On the 23rd for the fitting up of these buses.—And on the 23rd May, when the agreement made that I was to take one hundred, and the five passengers.

Did you take a set of the provisions you purchased from the *Mercury* in Honolulu and the purser paid?—No, all my papers went to Yokohama by the vessel. I intended joining her there.

Did you not say that you were in Yokohama?—Your creditors might prove trebletonem suppose?—I have set up in business in Honolulu.

If you, why have you settled at Honolulu, do describe your business?—My business is to take the line was still registered in the consulate there.

When did you get last on board the *Mercury* before she sailed?—I can remember the date.

What was the complaint about there being provisions on board?—They said the emigrants would not go unless there were some provisions.

Why did you not show them the provisions you had on board?—It was not my business.

When was it settled that only forty-four emigrants should go?—On the 23rd.

Plaintiff told me the vessel had better start the forty-five. Had there was some trouble with the others.

Did you not see any emigrants on board at that time?

Did you not see any emigrants on board at that time?

have there been any emigrants from the ship, so, were they
 were the first, than in the case of taking
 emigrants from this port?—No, I know nothing
 at all of the laws here. Had I known I should
 have had as much trouble with this matter I
 would have come here.
 Very probably. Did you ever send to Mr.
 Brower to know if he would survey the ship?—
 Yes, about the 7th May.
 Did he then actually make an examination
 of the ship?—Yes.
 What was a thorough examination of the ship?
 —He looked over it. I cannot say whether he
 examined it thoroughly, but the ship would
 require very extensive repairs before she could
 be allowed to take emigrants?—No, she had only
 just come out of the water.
 Did you try to insure your share here?—Yes.
 What amount did you insure for?—I did not
 insure her. I made an application, which was
 rejected, because I was arrested before I could pay
 the premium.
 What Office did you make the application to
 for?—The North China Insurance Company.
 Did Mr. Brower give you any advice or res-
 pect to the matter? Yes, there were one or two
 things he ordered to be done.
 Did you calculate what the cost would be?—
 About \$500.
 Did the other boats were part of the things you
 were ordered to get?—Yes.
 Did you ever get any public office to survey
 the provisions?—No, it was not necessary so far.
 Did you make provision on board for the fir-
 m?—Yes.
 Did any one ever see it?—Yes, Mr. Williams
 from the Harbour Office.
 Was any settlement of accounts made between
 you and the firm before he sailed?—Yes.
 (Accounts produced.)
 This is an account between you and Messrs.
 Schellhess & Co. not between you and the captain.
 Did you not get a receipt from the captain?
 Yes, the "Thecapita" name appears in the accounts.
 What are these different amounts paid to
 Tane Cheung and Chan Lak for?—For stone.
 When did you first see the defendant?—I
 did not see him. I do not know exactly. I
 think about the 18th May.
 When you went to Mr. Browne's office to
 complain to him that the bonded men who were
 taken from the ship were not yours, and you
 about forty-five only being able to obtain pas-
 sports?—I am not quite sure, but I think I did.
 His Lordship—What state were your finan-
 ces in when the captain left?—I had absolutely
 nothing.
 But you had promised to send the other fifty-
 five men on to Yokohama by steamer at your
 own expense?—No, my lord, it is arranged
 that the other fifty-five men should and thirty-
 five should go from Hongkong.
 If you really intended to take these men why
 did you not apply for a license?—Because it was
 not necessary when I found plaintiff had not got
 the money.
 How was it when you were arrested and
 brought before the Court that you never men-
 tioned anything about the passports?—I
 did not know what was taken by surprise that I
 completely lost my senses.
 You came before the Court several times; you
 had plenty of time for reflection, how was it
 you did not mention anything about the pas-
 sports?—I was not in my senses.
 What, my lord, I was not going to give my case
 away.
 His Lordship—It seems very much to me like
 an after thought.
 Arthur Wray said—I am Assistant Governor
 and Chief Surveyor. I went on board the
 Mercury with Mr. Brower on the 10th May for
 the purpose of inspecting her. We found her
 unworthy. I cannot recollect whether we had any
 carrying passengers. We gave instructions re-
 garding the building of certain boats. I have
 a recollection of your asking Mr. Brower to ap-
 point a day on which you should appear to
 give orders, but I do not know if he went off. I re-
 member giving orders for procuring life boats
 and distress signals, but I do not think any final
 survey was made.
 How was it when you were only on the vessel
 on the 10th May. A survey was made, but only
 as regards whether she was unworthy or not.
 Herbert Sheppard said—I am a passenger
 broker. I cannot say what was said or done
 on the 10th of the matter. I recollect defend-
 ant asking me to act as passenger broker for the
 Mercury. I said I would not assent providing
 that the passage money was paid by Mr. Brow-
 er. I told defendant that they would guarantee me
 the passage money without the intervention of Messrs.
 Schellhess & Co. provided the passage money was
 deposited with me. I told defendant that I would
 guarantee them, or a guarantee from the plain-
 tiff, that the passengers would be safely land-
 ed in Honolulu. I did not get a satisfactory
 guarantee and therefore I did not go with them.
 I told defendant that I would not go with them
 if they were willing to take the passengers but
 that steamer, at the ordinary fare, if he applied
 for a license.
 Cross-examined by Mr. Francis—Defendant
 did not tell me when I asked that the money
 should be paid to the company that he had re-
 ceived the return of the money. Messrs. Gibb
 and Co. had taken the money. Messrs. Schellhess &
 Co. that they had been, having nothing to do with
 the matter as the result of my enquiries had
 not been satisfactory.
 Cross-examined by Mr. Brown said—On the
 27th May I remember defendant coming to Mr.
 Browne's office with reference to a letter sent to
 him and complaining that the plaintiff would not
 put the one hundred men on board. Messrs. Gibb
 and Co. were present, and I interpreted between
 him and defendant. He said he had at one time
 one hundred and thirty-five men ready to go
 but that the plaintiff would not permit him to
 take the emigrants would not embark, and that
 that time he had forty ready to go, but could get
 sufficient to make up a hundred if sufficient
 provisions were provided. I told him that if
 the men were willing to be proceeded to sea with
 force on board was given through me. There was
 an arrangement made through me that plaintiff
 and defendant were to meet at the office late
 in the afternoon, and some of the remaining
 passengers. I remember defendant calling daily
 the office to see the plaintiff. Defendant asked
 plaintiff while in the office for the passage money
 for thirty-five men and something for the other
 twenty of the hundred passengers and would
 not pay any more. I did not hear defendant
 say that the reason he was unable to take the
 hundred men was that only forty of them had
 been able to get passports.
 Cross-examined by Mr. Brown said—I did see defendant
 at the plaintiff in my office several times, but
 could not understand what they were saying,
 but I saw that they were in a hurry, and I
 was able to get forty men. I am under the im-
 pression that defendant he could not get
 more than forty men from this port. I did
 hear anything said.
 Cross-examined by Mr. Francis said that it was neces-
 sary for emigrants to have passports. Defendant
 never gave me any reason to believe that he did
 intend to take the remainder of the men.
 Cross-examined by Mr. Francis said that it was
 by the defendant, that the men should be put
 on board outside the limits of the port.
 Cross-examined by Mr. Francis said that I was
 the Harbour Master's department. I gave
 instructions as to the putting up of bunks, in
 the fore, &c. I did not see Camp put up in the
 fore, &c. I saw the defendant and a deputation
 being issued that he was not going to get
 an emigration licence, and therefore I had nothing
 to do with her. I think I remember
 seeing numbers of men for an emigration
 licence.
 Cross-examined—I cannot say whether it
 was water put on board the vessel. I never
 saw the infrimarty fitted up. It is pointed out
 the place which was intended for the
 firm.
 This concluded the evidence.
 The defendant said he thought he had been
 forward sufficient to take the remainder of the passengers
 to Japan to join the vessel there. Plaintiff
 ordered him to start with the men who were
 ready, and he therefore took the thirty-five
 men. He laboured under great difficulty in that
 of his principal witnesses were not in the court.
 He thought he had proved that he had banded to
 his plaintiff as having all obtained passports
 totally incorrect.
 His Lordship said the evidence that it
 was not a mistake on the 28th May there were
 passports issued, and that Mr. Maclean had
 did not follow, that because a man said he
 was going by a particular steamer more con-
 veyed to leave by another.
 Defendant said he thought he had pro-

POLICE COURT

26th October.

BEFORE MR. H. E. WOODHURST.

OPINION CASE.

LEUNG P. YU, accountant, was charged with being in possession of prepared opium without valid certificate from the Opium Farmer. The charge was proved, and the clerk was fined \$2 and the opium was ordered to be confiscated.

THE CHARGE OF INDECENT ASSAULT.

Ian Ahkuk was again brought before the Court on the charge of committing an indecent assault upon Leung I, a girl twelve years of age.

Inspector Swanton gave evidence as to the report at the Station that the girl was missing from her home and as to medical examination of the girl, upon whom no injury was detected.

The case was again remanded till this morning.

PUBLIC GAMBLING.

Nineteen Chinamen were brought up charged with public gambling at a house in First Street.

Inspector Swanton stated that he made a raid upon the house and found a number of men there gambling. As they were not a regular place to the roof and other escapes, but he put down the trap door and arrested the nineteen men.

Fined \$10 each or twenty-one days' hard labour.

ASSAULT.

Yam Ahkui, a servant on board the steamer Denau, was charged with assaulting the W. H. Shing at the 25th instant. The case was formally called and remanded till Monday for complaint being at the hospital suffering from wounds inflicted by the assault. Bail was allowed in the sum of \$25 each.

ASSAULTING THE POLICE.

Wong Ahm was brought up on a charge of assaulting Yeer Sing, P. C. 641, by throwing stones at him on the 25th instant.

Inspector Shing gave the evidence and several other calling Bak in Ship street. He went arrested them, and as they saw him coming towards them the defendant threw stones at him, one of which hit him in the neck, another on the head, and the third on the back. Defendant was one of those whom he proceeded to arrest.

Defendant denied the charge and was fined \$5, or in default fourteen days' hard labour.

ON PREMISES TO COMMIT A FELONY.

Ho Ayuk was charged with being found in a house in course of erection for the supposed purpose of committing a felony on the 25th instant.

Ian Awan gave evidence as to the price paid for the house on the 25th instant, at 2.30 p.m. in the buildings in course of erection at the late of Edith Terrace. He had no business there when he was there, and he was there at 12 o'clock, when he was following a man, at six o'clock, witness for five bells which had been there broken off of springs in the corner of the verandah of the house, near where prisoner had been.

Prisoner said he had no place to sleep in

